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SOURCE Hsin-chien-she, No 11, 1950, pp 27, 28

1950 COMMUNIST PREPARATIONS IN FUKIEN TO LIBERATE TAIWAN

[Comment: This report describes the preparations carried on by the Chinese Communists in Fukien Province during early 1950 in preparation for the proposed liberation of Taiwan. It describes the mobilization of civilian workers in various hsien and lists certain accomplishments in the construction of air fields, roads and bridges.]

Two paragraphs, enclosed in parentheses in this report, had been inked out in the source document, probably by the censors. Special processing was used to restore the original text.

It is to be noted that, in some places, the source document substituted XXX for place names and figures.]

Since the liberation of Amoy 6 months ago, the party, government, military, and masses of Fukien have been busy preparing for the liberation of Taiwan by sending supplies to the front lines. Recently XXX number of civilian workers, seamen, shipbuilders, and trucks have been mobilized. (Since Taiwan is not yet liberated, exact figures are not given.) At present, there are tens of thousands of shih [one shih is 103.5 liters] of rice stockpiled in coastal areas. In addition, there are huge quantities of military supplies, food, and fodder. The people of Fukien have put their entire effort behind this historical battle.

Because of the lack of political understanding among seamen along the coast of Fukien, there was some difficulty in mobilizing them to support the front lines. Therefore the masses were called together and were told that there would be no conscript labor or money levies as in the Kuomintang days. These meetings were held to convince the masses of the vital importance of supporting the front lines and to wipe out their misgivings about mobilization. All unofficial levies of food, etc., were prohibited. Each village organized a committee which not only mobilizes the workers, but also sends them off and takes care of their families in their absence.

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The seamen must feel that their support is a glorious duty. For example, a 16-year old boy had to persuade his mother three times before he was permitted to sign up for work to support the front lines. Another, a 60-year old seaman, who was exploited in the past and lived in poverty, took his son along to support the troops taking Ping-tan Island. He then mobilized his fellow seamen to register with the village farmer's association to support the capture of Chin-men Island.

In mobilizing seamen, the following points should be kept in mind: Take positive steps to enlighten the masses; implement a single plan under a single leadership; act in accordance with local conditions and utilize local organizations such as self-government committees and ship control offices.

Men of the Liberation Army are learning seamanship on tens of thousands of ships along the Fukien coast. They are also learning the Min-nan dialect which is widely spoken in Taiwan.

Civilian workers are mobilized by the Support-the-Front-Line Command which controls mobilization in each hsien. The chief duties of the workers are to transport food, fuel, supplies, etc., and serve as porters. Each team of workers has cadres who see that supplies reach the front regularly.

Each hsien has a Support-the-Front-Line office. The hsien magistrate serves as chief of the office and the hsien secretary as his deputy. There is also a political officer. The organization includes sections on manpower, supplies, propaganda, reception, and health.

In An-chi Hsien, within 4 days, a number of bamboo raft makers were mobilized and a number of rafts completed. A number of civilian workers were mobilized to stockpile tens of thousands of catties of firewood. A meeting of firewood merchants was called and a democratic discussion was held to complete the purchase of tens of thousands of catties of military firewood. At Hu-tao, women, including a pregnant woman, enthusiastically helped transport firewood. They also exceeded their assignment in loading a number of rafts.

From the above experiences, the following points are considered important in support-the-front-line work: There must be well-laid plans to mobilize the masses and relieve them of their worries. Mobilization must not interfere with productive activities, such as spring planting and wheat harvesting. The work must be coordinated and orders must be followed up after they are issued. For example, manpower levies in Heng-shan Ts'un of An-chi Hsien failed to report because the cadres simply issued orders and did not follow through to see that they were carried out.

We must analyze our shortcomings and overcome them in order that work assigned to civilian workers be completed according to plan. During May, civilian workers repaired a number of large and small bridges. They also repaired roads and built new side roads. The army engineers estimated that it would take at least 10 days to complete a side road from Hui-yang to Lo-yang Bridge. However, progressive elements in three neighboring villages mobilized 6,000 civilian workers, (one-half of them were women) and completed the project in 6 days.

[The following two paragraphs were inked out in the source document.]

(Recently, there were three major projects to be done at XXX, XXX, and XXX places. The three airfields had to be completed within a certain number of days. In addition to the regular civilian workers, numbering XXX, it was necessary to request an additional XXX men. After the various hsiens issued the request, the ch'u public offices were swamped with people who fought to register.

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After the government organized them, they were sent to the designated locations. The work at these three great bases of the People's Air Force was started simultaneously. The workers are laboring day and night without regard to physical hardships to build a sound base for the People's Air Force in the liberation of Taiwan. The strenuous work being done willingly by the masses has disclosed a number of model workers and progressive elements, proving that the working class is the greatest creator.)

The front lines are being supported by a highway transport system consisting of commercial trucking groups and the army motor transport corps. These two units are under the Support-the-Front-Line Command Headquarters. The command operates the Highway Transport Corps which is divided into engineering, transport, and administrative sections. It has under it an engineers unit, truck maintenance unit, traffic control unit, and a motor pool. The service route runs from Shang-jao via Yuan-shan, Tsung-an, Nan-ping, Foochow, and Chuan-chow to Amoy.

Convoys consisting of hundreds of trucks move over this arterial highway. To avoid bombing by the Kuomintang Air Force, the convoys often move by night. Although attempts have been made to bomb the crossing at Wu-lung Chiang, the two ferry boats still move back and forth without interruption. Hundreds of vehicles are moved over this vital link which, if ever broken, would break the arterial highway into two sections.

Seamen and workers are making plans to improve the transport situation in order to assure the liberation of Taiwan. From the arterial highway, large quantities of food, ammunition, military supplies, and troops are being moved to the front lines along the Fukien coast.

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